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The construction of the Cross-Bronx Expressway continued relentlessly through crowded neighborhoods the early years of the 1960s. In some areas, the new roadway was blasted through bedrock and depressed below street level. A few overpasses over the highway at selected streets reunited the two sides of those neighborhoods. In other places, the highway was carried by viaduct above local cross streets. Here underpasses allowed traffic and pedestrians to go from one side of the old neighborhood to the other. In a few areas, the highway remained at street level, thus truly separating neighborhoods into two halves.

At the eastern end of the Cross-Bronx Expressway, Robert Moses erected the Throgs Neck Bridge to connect it with the eastern part of Queens. He spelled the name with only one g to save money in painting directional signs. The span opened in 1961.

At the western end of the Cross-Bronx Expressway, Moses erected a new bridge spanning the Harlem River, rather than use the Washington Bridge as envisioned in the original plan of the 1920s. He reasoned that the older bridge could not handle the increased traffic generated by the new highway. Thus, the Alexander Hamilton Bridge was erected to carry the highway into Manhattan and to the George Washington Bridge beyond that to New Jersey. The Alexander Hamilton Bridge opened in 1965.

Moses used similar construction and design techniques on other highways he built through the borough. He constructed the Bruckner Expressway over and through Bruckner Boulevard during the decade. Largely elevated west of the Bronx River, it was either at ground level or depressed through much of the territory east of the stream. The Cross-Bronx Expressway and the Bruckner Expressway converged through Unionport, dividing that neighborhood into three parts. North of Pelham Parkway, the Bruckner Expressway became the New England Thruway and curved into the northwestern corner of Pelham Bay Park. The new highway, however, spurred the development of high rise apartment houses and a small suburban-style shopping mall along its route in Soundview. The final linchpin in this highway was completed in 1973 with the Bruckner Interchange, a massive system of overpasses near Westchester Creek connecting the Bruckner and Cross-Bronx expressways with the older Hutchinson River Parkway. . . .

In several cases, these highways forced people who lived in their paths to move, and businesses in their way to close or relocate. They catered to the increasing population of automobile users, primarily in the suburbs. For many Bronxites who moved there, The Bronx became just a place to pass through on the way to their ultimate destination.

The highways also achieved one of their primary goals. They diverted long-distance automobile and truck traffic from local Bronx streets. This provided some room for Bronx residents who purchased cars to find parking spaces at curbs and to move at a steady pace through most streets in the bororugh. For those who used the highways, however, the volume of traffic steadily increased. There were times, especially during rush hour, when traffic slowed to a crawl and sometimes stopped altogether.